

	INFORMATION REPORT	This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C.
D.	AND DISSEMINATED BY	Soca 793 and 794, the transmission or revelation
,	CENTRAL INTELLIGENCE AGENCY	of which in any manner to an unauthorized person is prohibited by law.
H	lungary	DATE DISTRIBUTED
F	reight and Passenter Train Service and	12 June 1957 NO. OF PAGES NO. OF ENCLS.
R	dailroad Yards at Gyor and Hegyeshalom he	SUPPLEMENT TO REPORT #
	se height status by line)	SUPPLEMENT TO REPORT #
	THIS IS UNEVALUATED INFORMA	ITION / LEL 7 //
	All freight and ressenger trains on the Budape	st to Vienna line were hauled
1 3 6 1	All freight and passenger trains on the Budape by electric locomotives with overhead trollies line was converted from steam to electric in the power was used for switching freight cars in the engines had been sent to Hungary by the US in However, because of the shortage of locomotive tinued to use them to haul freight and for switches and, consequently, were numbered in the	. The Budapest to Hatvan he summer of 1956. Steam he yards. Most of these steam 1949 to be used as scrap metal. s, the Hungarian railroads con- tching. They had four drive 400 group. Prior to the con-
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	by electric locomotives with overhead trollies line was converted from steam to electric in the power was used for switching freight cars in the engines had been sent to Hungary by the US in However, because of the shortage of locomotive tinued to use them to haul freight and for swing wheels and, consequently, were numbered in the version to electricity, some of the 400 locomotians much as 2000 metric tons of freight. This, in Hungary not in the vicinity of Gyor.	he summer of 1956. Steam he yards. Most of these steam 1949 to be used as scrap metal. s, the Hungarian railroads contching. They had four drive 400 group. Prior to the contives had been used to haul however, was on other lines
	by electric locomotives with overhead trollies line was converted from steam to electric in t power was used for switching freight cars in tengines had been sent to Hungary by the US in However, because of the shortage of locomotive tinued to use them to haul freight and for swi wheels and, consequently, were numbered in the version to electricity, some of the 400 locomo as much as 2000 metric tons of freight. This, in Hungary not in the vicinity of Gyor. The major electric locomotives used on the Hunkando, named after the man who designed and but them assigned to the line from Gyor to Hegyesh newer electric locomotive had been built	he summer of 1956. Steam he summer of 1956. Steam he yards. Most of these steam 1949 to be used as scrap metal. s, the Hungarian railroads contching. They had four drive 400 group. Prior to the contives had been used to haul however, was on other lines garian lines are called the ilt them. There are 40 of alom, numbered 001 to 040. A in about 1955, having
	by electric locomotives with overhead trollies line was converted from steam to electric in t power was used for switching freight cars in tengines had been sent to Hungary by the US in However, because of the shortage of locomotive tinued to use them to haul freight and for swi wheels and, consequently, were numbered in the version to electricity, some of the 400 locomo as much as 2000 metric tons of freight. This, in Hungary not in the vicinity of Gyor. The major electric locomotives used on the Hun Kando, named after the man who designed and but them assigned to the line from Gyor to Hegyesh	he summer of 1956. Steam he summer of 1956. Steam he yards. Most of these steam 1949 to be used as scrap metal. s, the Hungarian railroads contching. They had four drive 400 group. Prior to the contives had been used to haul however, was on other lines garian lines are called the ilt them. There are 40 of alom, numbered 001 to 040. A in about 1955, having only about 15 of these were o the Soviets would have less
	by electric locomotives with overhead trollies line was converted from steam to electric in t power was used for switching freight cars in tengines had been sent to Hungary by the US in However, because of the shortage of locomotive tinued to use them to haul freight and for swi wheels and, consequently, were numbered in the version to electricity, some of the 400 locomo as much as 2000 metric tons of freight. This, in Hungary not in the vicinity of Gyor. The major electric locomotives used on the Hun Kando, named after the man who designed and but them assigned to the line from Gyor to Hegyesh newer electric locomotive had been built separate power units on four axles. made and they were used only for short trips so opportunity to notice them and take them away the new locomotive was called Boczo.	he summer of 1956. Steam he summer of 1956. Steam he yards. Most of these steam 1949 to be used as scrap metal. s, the Hungarian railroads contching. They had four drive 400 group. Prior to the contives had been used to haul however, was on other lines garian lines are called the ilt them. There are 40 of alom, numbered 001 to 040. A in about 1955, having only about 15 of these were o the Soviets would have less
	by electric locomotives with overhead trollies line was converted from steam to electric in t power was used for switching freight cars in tengines had been sent to Hungary by the US in However, because of the shortage of locomotive tinued to use them to haul freight and for swi wheels and, consequently, were numbered in the version to electricity, some of the 400 locomo as much as 2000 metric tons of freight. This, in Hungary not in the vicinity of Gyor. The major electric locomotives used on the Hun Kando, named after the man who designed and but them assigned to the line from Gyor to Hegyesh newer electric locomotive had been built separate power units on four axles. made and they were used only for short trips so opportunity to notice them and take them away the new locomotive was called Boczo.	he summer of 1956. Steam he summer of 1956. Steam he yards. Most of these steam 1949 to be used as scrap metal. s, the Hungarian railroads contching. They had four drive 400 group. Prior to the contives had been used to haul however, was on other lines garian lines are called the ilt them. There are 40 of alom, numbered 001 to 040. A in about 1955, having only about 15 of these were o the Soviets would have less from the Hungarians.

-C-O-N-F-I-D-E-N-T-I-A-L-

- 2 -

- b. Gyor-Szombathely: four express passenger trains, 20 local passenger trains, four express freight trains, and four local freight and switching trains (two incoming and two outgoing).
- c. Gyor-Veszprem: 20 local passenger trains, and two local freight and switching trains.
- d. Gyor-Sopron: six express passenger trains, 20 local passenger trains, two express freight trains and six local freight trains.

This made a total of 144 trains passing through Gyor every 24 hours.

- 5. There were specific tonnage limitations on the various lines in the Gyer area. However, in most instances, these maximums were rarely achieved

 In pre-Communist times, nearly every Hungarian freight train was loaded to capacity. There are two possible explanations for this, one being that many freight cars were out of repair and simply were not available and, in the case of steam-powered locomotives, the brown Hungarian coal was of such poor quality that it did not give the locomotives proper power.

 [There were specific tonnage limitations were in effect in 1956:
 - a. Budapest to Hegyeshalom Line:
 - (1) With electric-powered locomotives maximum weight of 1400 tons or a maximum of 120 axles.
 - (2) With steam-powered locamotives (prior to electrification) maximum tonnage of 2400 tons or 150 axles. I estimate that all these trains on this line would average approximately 1300 tons.
 - b. Gyor to Tata Line: 1400 maximum tonnage.
 - c. Tata to Budapest (which included some steep grades):
 900 maximum tonnage.
- of freight handled by the freight trains operating in and out of Gyor in 1956: coal 30%, grain 20%, building materials 20%, frain and vegetables 10%, farm machinery 5%, livestock 5%, miscellaneous 10%.
- 7. Only the main lines in the Hungarian railway system were operated with electric block signals. This included the line from Budapest to Hegyeshalom. From Gyor to Szombathely there was a mechanically-operated block signal system. On the line from Gyor to Veszprem there was no block system at all. A train was not permitted to leave one station until the train shead had signaled back that it had left the following station on the line. The same situation existed on the line between Gyor and Sopron. There was telephone and telegraph service between stations along the lines and also an electric bell code system. The conductor of the train which had stopped at a station would use this bell system to signal back to the previous station when his train was ready to leave.
- 8. Electric power for the operation of the railroads in the Gyer area was generated at a power station at Banhidan. this was a diesel generating station. There were three substations located at Torbagy, Nagyszentjanes, and Horvathkimle.

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

50X1-HUM

50X1-HUM

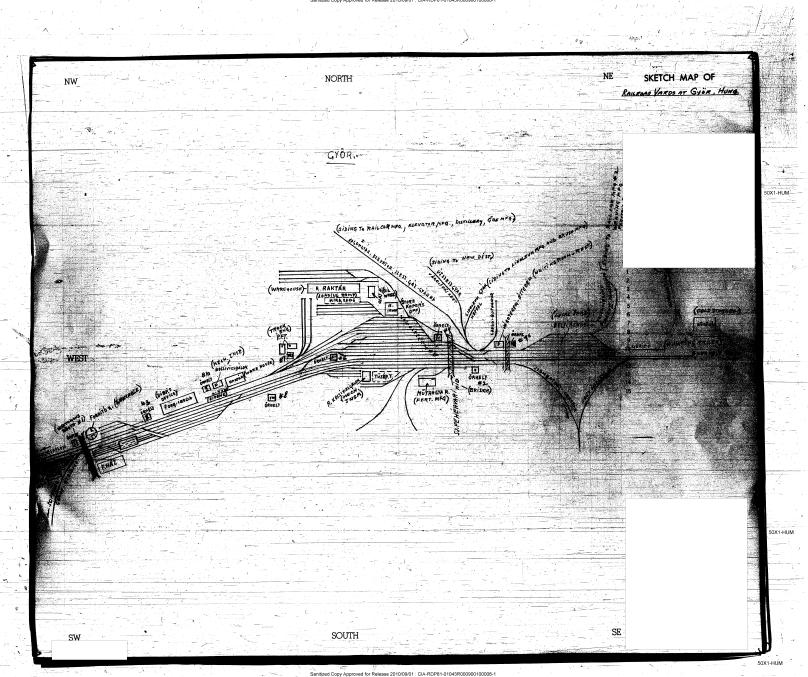
50X1-HUM

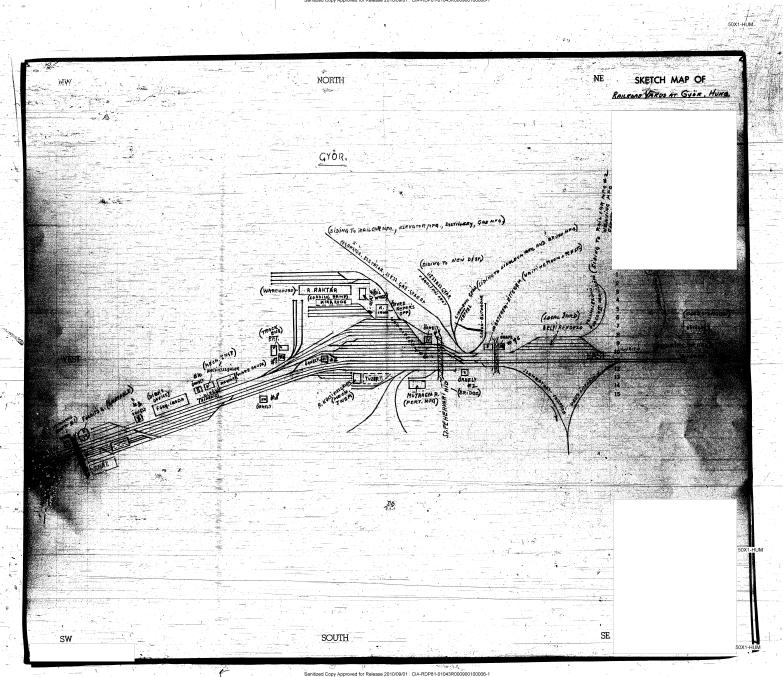
50X1-HUM

Sanitized Copy Approved for Release 2010/09/01 : CIA-RDP81-01043R000900100006-1

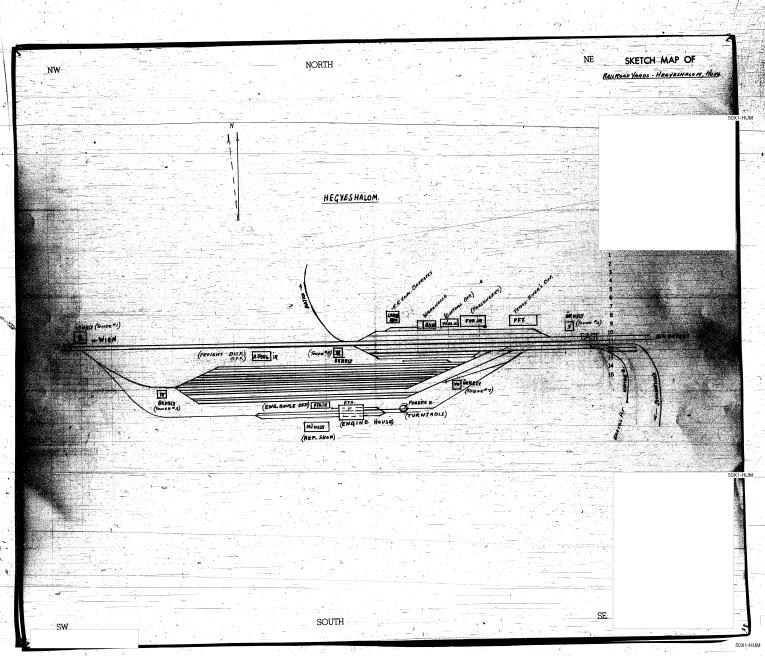
50X1-HUM

Page Denied





red Copy Approved for Release 2010/09/01 : CIA-RDP81-01043R000900100006-1



NE = SKETCH MAP OF NORTH NW RAILROAD YARDS - HEGYESHALOM, HOME HEGYES HALOM. (FREIGHT DISPS AFORE IR (Tough (S) TE MUHEU (REP. SHOP) SE SOUTH SW

SOUTH

SE